

## OUR FUTURE RAPID TRANSIT.

**MAYOR HEWITT SAYS THE CITY SHOULD OWN THE ROADS**

**And Can Take Possession of Existing Roads when it Pleases—It Need Not Necessarily Operate them as Henry George would have it—Looking Ahead a Generation.**  
Mayor Hawitt has not had time to propose

The third section of his message so that it can be delivered to the Aldermen to-day. The Mayor said yesterday that the subjects to be discussed were the rapid transit and the leasing of docks and wharves. He said that he was in favor of a railroad on Broadway the Mayor said:

"The fact is that I have not told a human being what my entire plan is. I have conversed with engineers and others for the purpose of collecting information. I am much inclined to say that the Sixth and Eighth avenue subway road franchise is the best for almost two years. Any one could have had the franchises for nothing. The same thing is true of the elevated roads. No one at first would put up the money to build them.

I favor the city's acquiring these roads in three years. I consider that the city at that time should not be a reversionary clause providing that the city should own the roads after a certain time. I think now that the city can take possession of all these horse railroads and elevated roads at a fair valuation when it pleases. The franchise, of course, must also be paid for. If the city was to take the roads, it would have a valuable property it must pay for its toll. But there is no question in my mind that the city at all times possesses the right to say who shall

The right of a city to make its own plans for transportation is inherent and cannot be taken from it. My plan contemplates rapid transit to the next generation, and under it the city will own the structures. I do not say that the city should operate the roads. My idea is that the plan will provide for the city's growth for a long time.

The Mayor said, also, that he would discuss the Elm street widening. "I am not in favor of the city's incurring a large expense merely to afford an opportunity for a railroad company to come in and grab the street," he said. "I have reason to believe that this has been contemplated."

**JUMPED INTO FIRE FOR HIM**

**Ex-Chief Short Falls Foreman White Out of a Burning Top Story.**

A Little puff of smoke at the top of the four-story building 305 Pearl street was the first notice of a fire that by the time the engines had arrived had burst out in huge columns of flame. Engine 13 and Truck 1 were among the first at hand, and their men had not much more than got to the roof when part

Foreman John White of 12 Engine pitched down into the flames below.

Foreman Short of Truck 1 rolled for a ladder. He and another man tried to get up, but in position he was scrambling down it into the flames to help the rescue. White was scrambling, half blinded and dazed, in the smoke and flame on the top floor, shouting for help. Short got him out safely and helped him down. Both men were hurt, but the head and hands. White was sent home and Short continued his work. Short got the Bennett medal in 1876 for rescuing a woman and her child from a burning building. McCabe was dismissed for sending out without permission. McCabe was made captain of the Battalion Chief. But he was reduced to sergeant when McCabe went back to his old place. McCabe died in 1900 at the age of 60, after a height and 120 feet deep. At one time the whole town was built on stilts. The houses were built on the front windows of the upper floor and circled about the passing elevated railroad tracks. The houses were built on the side of the hill, some to the top of the elevated tracks, which were built on the side of the hill. Some of the lower end of the road from Chatham square to the top of the hill.

The fire gutted the whole top floor and burned out the rear of the third floor. After two hours the fire was put out by 12 engine and truck 1.

It was going to fall, and all the firemen were ordered to the street.

The Franklin Photo-Electric Engraving Company occupied the two top floors of the building, and \$10,000 will cover their loss; William F. Couran, a dealer in electrical supplies, occupies the second floor, loses \$1,000, and the Universal Supply Company, dealers in stoves, on the first floor, loses \$1,000. The building, which is owned by the Chichester estate, is damaged \$5,000.

**IT IS CHARLES BARREZ & CO.,**

**And the Government Claims for \$150,000 to \$300,000 for Undermerements.**

Collector Magone had got along far enough yesterday in the investigation of the invoices which are declared to show gross undermerement in recent heavy importations of French woollens to submit the claim of the

The Collector said that the investigation showed that on every invoice there was an undermeasurement of about 10,000 metres, and that the average loss per invoice to the Government was \$3,000. The Collector at first said there were 100 invoices of this character, but then said: "Make it fifty, to be on the safe side." The chairman of the Government will therefore be any-

The firm's name was officially learned yesterday for the first time since the dry goods

The lawyers declined to speak of the case against the firm, adding that when the proper time came everything would be satisfactorily resolved and the case closed.

It was stated for the firm last night that it can be easily demonstrated that Collector Magone has made a mistake in his premises, and that the firm would be glad to be furnished in support of the firm's conduct.

It was further stated that all told the amount due the government, even on the strictest basis, would be less than the amount of the various schedules, will not be over \$25,000, and that Mr. Magone offered yesterday to settle the

A delegation of the Citizens', Taxpayers, and Business Men's Association, which was organized in Brooklyn a week or so ago to oppose any extension of the bridge beyond Sands street, called yesterday on Mayor McClellan.

Mr. C. C. Leigh said the entrance to the bridge should be kept at Sands street. He said that any extension of the bridge to Concord street would deprive the city of the business that would come to Sands street. The structure was too complete, and nothing could be added to it. He said that he had seen a petition signed by 1,500 business men against any extension of the bridge, and that he had gratified the delegation greatly by saying:

bridge should be definitely fixed somewhere, so that property need not be constantly menaced by this accident. It is also equally clear that the government of the bridge ought to be more compact than it is at present. I am studying the subject, so that I may be able to give it all the consideration which is its due.

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**Buwayay on the Bridge.**

At 9:15 last evening a team of iron-gray horses attached to a coach owned by S. H. Mason of 4 East Twenty-eighth street, and driven by William Brophy,

feet from the hands street entrance. They dashed across hands street and were guided by the driver into the iron railing on the hands street Methodist church opposite the hands street entrance. The railing was about ten feet from the railing was thrown down by the force of the blow. The driver (thorphy) was thrown from his seat between the two struggling horses upon the church steps, but was dragged from his perilous position before he had been injured.

James H. James, Jr., James H. Stebbins and her three daughters of 20 East Thirty seventh street. They stepped out of the wrecked coach uninjured. The coach was thrown over the side of the street and the coachman shattered into bits.

**Signal Office Prediction.**

Slightly colder snow, followed by fair weather, light to fresh winds increasing in force, becoming northwesterly.

**Children Cry for Fletcher's Castoria.**  
A perfect preparation for children's complaints—cures  
Colic, Wind, Flatulence, Stomach Ache, Constipation, etc.

**Hurrah! Skating Everywhere.**  
 Sub skates at Spaulding's, 341 Broadway, 50c, 55c, and  
 a pair. All clamp, all steel, best steel runners.—40c.

eral years and was a member of the Clinton Ave-  
nue Congregational Church. He leaves a widow, two  
daughters, and a son. The funeral will be held to-mor-  
row afternoon at his residence. The interment will be  
in Rural Cemetery, Albany.

**Signal Office Prediction.**  
tly colder, snow, followed by fair weather,  
fresh winds increasing in force, becoming north-